

HONOLULU, HAWAII, SATURDAY, JANUARY 14, 1911

Town Talk

BY
THE MAN
AROUND
TOWN

It is refreshing to see Bishop Restarick knock the knockers. To most reflecting people the thought must often have occurred that Hawaii would be a better place if many of its self-anointed saints did more helping and less hitting of the country and the people. "Bless and curse not," is a precept they seem to honor in the reverse order of the verbs. "The native politician" is a low sort, according to their speech, but they welcome the white job-catcher who would be hard bested for a living without government pap, to a chief seat in their synagogue. It is vile work for the Hawaiian to try to obtain a share of public offices for his friends, but admirably clever for the paleface boss to jockey out of the running those he can not employ as tools for his selfish purposes.

Whosoever false is written
Shall its writer's judgment be.
For the bitter shall be bitten
And the smiter shall be smitten—
It is heaven's sure decree.

There is a lot of talk about the Republican campaign platform. Sticklers for every jot and tittle of the document are rampant, and it is invested with a sacredness like that of the Koran to the Mahomedan. Anyone familiar with the building of a party platform in these tropic regions may be excused for being a scoffer at this fetish.

Few platforms are made which do not contain much that the country needs and most of the people want, for the makers have read the newspapers and held some little talk with their fellow intelligent citizens. Yet no platform is without some general propositions the value and virtue of which depend upon the manner in which the details may be worked out in legislation—in other words the cause is good, the principle right, the motive honest—yet if the concrete measure that may be proposed in keeping of the pledge belie the cause, cloud the principle and miss the motive, as not seldom are the results of designing or unintelligent action, the conscientious pledgor is bound in his own honor, if he cannot have the bill amended or substituted by another in shape to subserve what he believes are the public interests, to oppose the measure. Many executive vetoes are based upon the manner of performance rather than the ostensible purpose of the attempted legislation.

Again, not seldom does a faddist of influence in a party manage to have inserted in a platform his peculiar ideas that neither is the country educated up or down to nor the party ready to exploit. In some cases of the kind, indeed, the party has stood by the presumed sacredness of the pledge and a law of questionable wholesomeness been the result. Most times, though, the faddist has been left, if a candidate, to sing a solo throughout the campaign, and in the legislature if elected prolong the strain.

Now, regarding the Republican pledge of a direct primary law, the people can only approve of its fulfillment if this is accomplished in manner adapted to local conditions. No measure will be acceptable to intelligent citizens which will increase the dole of political-turnout which has hitherto been this community's portion, or which will double or treble the expenses of elections to the candidates and the taxpayers both. This is certainly the kind of a primary law we shall have if it is to be framed upon any of the known models of the mainland. Did any campaign audience hear such a law advocated? For the matter of that, had any primary law a champion? The fact is not heard urged that the question was categorically submitted to the people at any occasion in the campaign. So, if we are not to have a primary law at all, there is no reason to apprehend any outburst of popular indignation. At the same time some simple law to legalize primaries, and prevent fraudulent colonizing, and afford an opportunity to all candidates to submit their names to the precincts, is very desirable. Such a law would duly honor the campaign pledge.

You may lead a horse to the river's brink,
But that does not say you can make him drink.
If a statesman is pledged to a thing that's right,
For a thing that's wrong you can't make him fight.

If downward revision of the tariff or anything else made speech much cheaper than now, the effects might be truly calamitous. Nor wreck of matter nor crash of worlds might rival in ear-splitting din the conversation that would be precipitated. What a megaphone roar the advocates of government by commission here in Hawaii would make! And the prattlers about race prejudice against the Asiatics, how their voices would swell like the sound of many waters! All of the cliques and clans whose gentle chatter runs largely to the delinquencies and deformities of the superciliously classified inferior beings of humankind outside of the domains of segregated upper-crustdom would make the heavens echo to their mock sympathetic yawpings of hot air "uplift." Jeremiah, whose name is legion, would howl the date of America's destruction until his throat split.

It is bad enough now, when the suffering listeners have protection of legs to run away from the noise those classes of disturbers make. But how dire the consequences if free trade in discourse were established, so that the gas of calamity howlers found a sacrifice market in every ear—when the noisy broods might pursue one into the secret chambers or to the far mountain tops?

Why is there talk of government by commission? Who started it? Does anybody have any idea of what it means? There is no country on earth where law and order more securely reigns than here. No country rivals these isles of the sea in general prosperity. This Territory is behind in many things but it is going ahead all the time. It is so far advanced in respect of some laws that other countries have envied it for them. Its public men are peers of those elsewhere in corresponding positions. What is the matter with the soreheads anyway?

Then, as to prejudice against Asiatics, it is a figment of imagination. Is there a spot on this green earth where alien races are treated with more courtesy and consideration? While the teeming Asiatic elements here came not uninvited, yet is there anything but dismay to be expected on the part of the citizen working people—the term "classes" is advisedly eschewed as not American—when they find themselves crowded out of employment—denied the leave to toil for bread—under their own flag? Yet that feeling is not rightly classed as racial prejudice. It is a matter of bread and butter. Those who talk of prejudice may be asked to imagine what would happen in any community of China or Japan if the children of the country were thus being supplanted in industry and trade by hordes of occidentals. Yet who ever hears of affront or indignity being put upon the orientals here, at least in concerted fashion by occidentals in gang or group, or other than by individuals whose demeanor toward their own nationalities is matter of police surveillance?

Regarding the exclusive circles, if they paid more heed to justice, mercy and truth toward the common herd, and worried less about the foibles and weaknesses thereof common to themselves though exemplified in phases differing as capacity and means of self-indulgence

differ, society would the sooner feel an uplift in all its strata. Less of preying upon the unsophisticated and defenseless, less of plotting to take away Naboth's vineyard, less of luring on to speculation and the freeze out that leaves the hard-earned pittance sticking to the lining of the cormorant's nest, and there would not be so much sardonically to deplore in the conditions and conduct of honest toilers. Lastly, there are the Jeremiahs, the pessimistic croakers of national doom. The Star Spangled Banner in triumph shall wave over their ruined temples of despair for ages after they lie in forgotten tombs.

The cry of the croaker is heard in the land,
A bird of ill-omen infests the fair strand.
But die will the croaking, the foul bird take flight,
With all the pestiferous brood of the night.

BAILEY OPPOSES THE TAFT PLAN

WASHINGTON, January 14.—Senator Joseph W. Bailey, of Texas, threw down the gauntlet to President Taft and the Republican administration, yesterday, during a lively tilt in the senate chamber, when he gave formal notice that he would oppose the creation of a tariff commission.

This is the pet measure of the administration and the President is particularly interested in the passage of the bill introduced in the house by Congressman Longworth for the organization of this commission, the names of its members having already been practically decided upon.

The formal declaration of war against the commission, as made by Senator Bailey, means that a determined effort will be made in the senate to defeat the measure when it reaches the upper house, where the Democratic leader expects to line up against it all opposed to further tinkering with the tariff.

It is now practically certain that the bill will pass in the house, and it was stated last evening that a conference of Republican leaders in the senate will be held with the President at the White House, probably today, in view of the proposed opposition to the passage of the bill in the senate.

BLOWN UP BY BOTTLE PUT IN POCKET

SAN FRANCISCO, January 14.—John Norbon, a well known mining engineer of this city and Oakland, was blown to atoms yesterday, while crossing the bay on the ferryboat Berkeley. Two other persons were injured by the force of the explosion.

When Mr. Norbon walked aboard the ferry boat someone, who escaped in the crowd, dropped a bottle of some chemical compound into his pocket. The engineer reached down and took out the bottle, which a number of persons saw him look at as though puzzled. Then came the explosion.

Several of those near the unfortunate man were thrown down and two of them severely injured and others bruised. For a moment there was a panic on the boat, which soon ended, and the injured were then cared for.

The motive for the dastardly deed is

"Sweet Violet"

That is the Kind
of Butter
we are selling all
the time.

IT Tastes like the R-E-A-L
Thing because it is Real,
and you never had any better

Ring Up on 1851

C. Q. YEE HOP
& COMPANY
Meat Market

a mystery. It is not known that Mr. Norbon had any enemies who would desire to take his life. A large force of detectives have been placed on the case.

EARTHQUAKE IS DEADLY.

VERNY, Asiatic Russia, January 14.—A violent earthquake yesterday laid this city partially in ruins. Hundreds have been killed and many more injured. Already 204 bodies have been recovered. Outlying districts have yet to be heard from.

MAKES A REQUEST FOR RETIREMENT.

WASHINGTON, January 14.—Surprise was created among the members of congress yesterday when the application of Rear Admiral Edward B. Barry for retirement from service was received. Accompanying the application was a recommendation from Secretary of the Navy Meyer that it be granted.

Rear Admiral Barry was born October 20, 1849, consequently will not reach the age of enforced retirement until October 20, 1911. It is indicated that ill-health is the cause of the application.

Rear Admiral Barry was in command of the second division of the Pacific fleet in 1909, and is well known on the Pacific coast and in Honolulu. He graduated from the United States Naval Academy in 1869, and served on a number of vessels until 1875, when

he was appointed a member of the board to organize the training service.

As a lieutenant-commander, Barry took an active part in the Spanish-American war, was engaged in the Cuban blockade, participated in the attack on Matanzas, Cuba, and on Ponce, Porto Rico. As commander he served at the gun factory, this city, at the war college and commanded the Vicksburg on the Asiatic station.

Promoted to the rank of captain in 1905, he commanded the battleship Kentucky. He became a rear-admiral February 1, 1909. He is a member of the Military Order of the Loyal Legion and a number of clubs. His home is in New York city.

PRUNE ARMY ESTIMATES.

WASHINGTON, January 14.—The house of representatives yesterday spent almost the entire day in considering the question of army appropriations. Considerable opposition developed to many of the sums called for and there was some pruning, but it is probable that the main items will be passed.

FOR REGULATION OF AERIAL NAVIGATION

SACRAMENTO, January 14.—Now that the aviation meet is over at San Francisco a bill was yesterday introduced in the assembly for the purpose of regulating aerial navigation.

The bill provides, among other things, for the registration of all aeroplanes and the licensing of all man birds who fly them. The bill has created a great deal of interest and discussion, and the indications are that it will pass.

LESSON FOR DIPLOMATS.

Elihu Root at the luncheon in Providence preceding the dedication of the John Hay Memorial Library at Brown University said of John Hay:

"His diplomacy was gracious, and it was prudent as well. I remember in an argument about a certain international complication how very warm-

IMPROVEMENTS AT MAHUKONA

If present plans carry, we shall one day be able to drive our carriages dumb up to a government wharf at Mahukona, without crossing railroad tracks, or bucking up against screeching switch engines.

Blue prints are now in the hands of the Governor and the Land Commission covering a proposed exchange of lands which will be of great benefit both to the railroad and the public. The railroad proposes to give to the government a strip of land for a roadway on the south side of the manager's residence. This road will entirely avoid the railroad tracks and will lead down to the proposed new government wharf, for which the legislature is to be asked to provide at its next session.

In exchange for this, the government will give the railroad a right of way through government land, which will give it easier access to the landing. This is an improvement which will benefit the entire district, and there should be but one opinion and one voice as to its accomplishment. No small business rivalries or political piques should enter into such a public boon as this more comfortable and safer approach to the steamer landing will be.—Kohala Midget.

ly and aptly he once insisted on prudence.

"It was the Christmas season, and he said that we might learn a lesson from a little girl who was naughty in the early part of December.

"Dear me!" her mother said. "If you're going to be naughty I'm very much afraid Santa Claus won't bring you any presents."

"The little girl frowned.
"Well," she whispered, "you needn't say it so near the chimney!"

The Cadillac owner sees nothing in any other car which he envies

More impressive than anything we might say about the car, is the complete contentment of the Cadillac owner. If he felt that another car possessed some qualifications which his Cadillac lacked, it would be only human nature for him to experience a little twinge of envy; even if the other car cost twice as much money. But you may experiment with the first Cadillac owner whom you encounter, and you will find that he is not conscious of the slightest deprivation. He is more apt, on the contrary, to ask you to point out how it would profit him to own a costlier car. And if you follow him in the analysis of internal as well as external construction, you will be puzzled for an answer. He will begin by pointing out to you that the service which a car renders, and the comfort which its owner enjoys, is entirely dependent upon the integrity of its mechanical construction. And he will gently remind you, in that connection, that Cadillac practice is held in world-wide esteem by engineering experts—that the Cadillac "shop" is admired as a model—in men, machinery, methods and management.

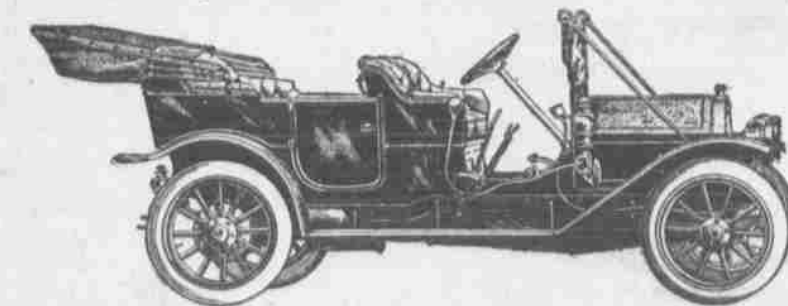
Pleasant evidence of the extent to which the Cadillac reputation has traveled was given in England recently during the visit of the American Society of Mechanical Engineers to Great Britain. The wonderful standardization test, in which three Cadillacs were torn down and reconstructed from a haphazard pile of parts, and for which the Dewar Trophy was awarded, was evidently fresh in the minds of British engineers and journalists. The tribute that was paid by London journalists to the Cadillac standard elicited an inquiry and an answer which were illuminating, and which are both of interest to Cadillac owners, present and prospective.

Quite frankly it was asked, how the Cadillac Company could build a car which won the world's trophy for standardization, and profitably manufacture it to sell at so low a price. The gist of the explanation given can be gathered from a single statement made in reply, to wit: That the Cadillac Company had always practiced the principle that, in building motor cars, it costs less to do work that is clean, close and accurate than it does to do work that is poor and slovenly. But in order to do work that is clean, close and accurate, you must have the right equipment and the right organization. When your Cadillac owner tells you that he is perfectly content—that he can't see anything in any other car, at any price, which he does not enjoy in his car at \$1700—he bears witness to the fact that the Cadillac policy of close, fine, conscientious workmanship in the correct policy from every standpoint. The Cadillac was awarded the Dewar Trophy precisely because of this principle.

The Cadillac owner is content with his car because it exemplifies the same qualities that won the Dewar Trophy. Every Cadillac ever built is a Dewar Trophy Cadillac. In other words, it is the finest specimen of standardization, interchangeability and perfect alignment in existence. When you have said these things, you have said that it is the best motor car value—because upon the qualities which we have specified depends—and depends entirely and exclusively—the kind and extent of the service you get out of your car. For your own enlightenment—test the complete satisfaction of the first Cadillac owner you encounter.

Prices include the following equipment:—Bosch magneto and Delco ignition system. One pair gas lamps and generator. One pair side oil lamps and tail lamp. One horn and set of tools. Pump and repair kit for tires. 30-mile speedometer and trip standard speedometer, robe rail, full foot rail in tonneau and half foot rail in front. Tire holders.

Cadillac Motor Car Company, Detroit, Michigan
(Licensed under Seiden Patent.)
von Hamm-Young Co., Ltd., - Agents



1911 TOURING CAR, \$1700.